# MALSP & MPS

**PRESENTED BY:**

**NAWCADLKE 3.6 Logistics Information Systems Maintenance & Operations and Data Analysis**

# MALSP

## Background

**Historically, the most difficult problem facing Marine aviation logistics planners was finding a rapid dedicated means of providing intermediate (I-Level) maintenance capability for forward-deployed aircraft. The mission of the T-AVB is to provide rapid and dedicated sealift for employment of a tailored aviation Intermediate Maintenance Activity (IMA) to support deployment of US Marine Corps fixed and rotary wing aircraft. The majority of the IMA equipment and supplies required to sustain forward deployed Fixed Wing (FW) and Rotary Wing (RW) Aircraft will be delivered via the T-AVB. Without the T-AVB, it would require approximately 140 C-141 lifts to deploy an equivalent I-level capability, to a crisis area.**

# MALSP Background

**In response to the urgent need to improve responsiveness and reduce airlift requirements during the critical initial stages of major force deployments, in the mid 1980s the United States Navy procured two (2) Roll-on/Roll-off Cargo Container ships (T-AVBs) to transport intermediate level aviation for support within a contingency area -- the USNS Wright and the USNS Curtiss. In addition, at about the same time, the Marine Corps introduced the Marine Aviation Logistics Support Program (MALSP) to ensure quick response times for crisis situations. MALSP ensured tailored support for a task organized Aviation Combat Element (ACE).**

**The T-AVB is a C5-s-78a Seabridge class, commercial, combination Container, Roll On/Roll Off (RO/RO) and Lift On/Lift Off (LO/LO) cargo ship adapted by Military Sealift Command (MSC) for use by the Marine Corps. Both T-AVB ships were acquired as a result of a Marine Corps "Feasibility Study of the Aviation Logistics Support Ship" dated 25 NOV 83. The**

# MALSP Background

**Prior to the development of (MALSP), there was no standard method of task organizing aviation spare parts, support equipment (SE), mobile facilities (MF) and aviation support personnel.**
**The experience of the unit Supply and/or Maintenance Officer was the basis for decision making as to what assets to take when organizing for deployment. Because experience levels differed from unit to unit, no two units deployed with similar support packages. The potential to leave behind items vital to the unit mission was great. The time required to assemble aviation logistics support packages exceeded all other phases of task organizing an ACE. AVLOG support was provided but it was neither responsive nor as effective as it could have been.**

# MALSP Background

**In the late 1980's the Marine Corps introduced the Marine Aviation Logistics Support Program (MALSP). MALSP incorporates a flexible "building-block concept," known as Contingency Support Packages (CSPs), that follows a pre-arranged deployment/employment scenario for assembling the right mix of Marines, support equipment, mobile facilities, and spare parts within a Marine Aviation Logistics Squadron (MALS) to support deployed aircraft. The key word is "flexible." Contingency support packages can be rapidly configured to support the contingency aircraft mix and marshaled for movement. CSPs are comprised of common and peculiar IMA and Supply support for the various deploying aircraft. Fly In Support Packages (FISPs)(30 days of support) are flown into the operational theater as part of the Fly-In Echelon (FIE). The balance/majority of the Marine Air/Ground Task Force (MAGTF) commander's tailored aviation logistics support arrives in theater aboard the T-AVB.**

# T-AVB Description

These converted ships provide the capability to carry the vans and equipment of a Marine Corps aviation intermediate maintenance activity and transport them to the desired theatre of operation. They have both a roll-on/roll-off and self-sustaining containership configuration which will permit them to offload both alongside and offshore. After the aviation equipment is offloaded, the ships have the capability to carry breakbulk, container and roll-on/roll-off cargo. Three basic modes of operation exist for the T-AVB;

•Operational Mode: Using the T-AVB in operational mode, mobile facilities and personnel of the aircraft intermediate maintenance and supply departments are embarked aboard the T-AVB to provide selected, sea based, expeditionary aviation logistic support to a MAGTF ACE commander. In this mode, up to 300

# T-AVB Description

**•Transport Mode: Using the T-AVB in transport mode, mobile facilities and personnel of the aircraft intermediate maintenance and supply departments are embarked aboard the T-AVB to provide maximum, land based expeditionary aviation logistic support to the MAGTF ACE commander, when off loaded ashore. In this mode, up to 684 mobile facilities can be loaded aboard the T-AVB. However, few of these mobile facilities may be powered and operational until off loaded and complexed ashore.**

**•Combination Mode: Using the T-AVB in combination mode, mobile facilities and personnel of the aircraft intermediate maintenance and supply departments are embarked aboard the T-AVB to provide selected seabased and maximum land based, expeditionary aviation logistic support to the MAGTF ACE commander, simultaneously. In this mode, the number of mobile facilities that can be loaded on the T-AVB and the number that can be powered and operational will depend on the desired support concept required by the MAGTF ACE**

# T-AVB Description

**Berthing aboard the T-AVB is provided for: 41 crew members, 300 embarked troops, with an additional 25 berthing spaces for officers and SNCOs. Material Handling Equipment (MHE) aboard the ship includes: (11) ship booms (ten 30 ton and one 70 ton), (1) diesel powered front-loading forklift (15,500 lb. max. capacity) for MFs, (1) diesel powered side-loading forklift (16,500 lb. max. capacity) for MFs, (3) 6000lb electric forklifts for moving loose gear/pallets**

**A Helicopter Platform is located on the upper level over Main deck Hatches number 1 and 2 between Frames 35 and 61. The platform is capable of accommodating up to and including a CH-53E helicopter in landing, takeoff and for emergency parking in storm conditions. The purpose of the Helo deck is to handle the transfer of personnel and cargo.**

# MPS Ship

MV 1st Lt. Alex Bonnyman

MV Cpl. Louis J. Hauge Jr.

**Each of the five ships of the TAK-3000 Cpl. Louis J. Hauge Jr. class carries a full range of Marine Corps cargo, enough cargo to support a Marine Air Ground Task Force for 30 days. Each ship has lift-on/lift-off capabilities, as well as roll-on/roll-off capabilities. Navy lighterage carried onboard consists of causeways, both powered and unpowered, and small boats to move them around. They are certified to land up to CH-53E helicopters. Baugh also has breakbulk cargo capacity, which is used for carrying general cargo. The ships are prepositioned in Diego Garcia**

# MPS Ship

**Thirteen MSC prepositioning ships are specially configured to transport supplies for the US Marine Corps. Known as the Maritime Prepositioning Force, the 13 ships were built or modified in the mid-1980s and are on location in the western Pacific Ocean, the Indian Ocean and the Mediterranean Sea. The 13 Maritime Prepositioning Ships, or MPS, contain nearly everything the Marines need for initial military operations -- from tanks and ammunition to food and fuel to spare parts and engine oil. The MPS are organized into three squadrons, each commanded by a Navy captain. MPS Squadron One, usually located in the Atlantic Ocean or Mediterranean Sea, has four ships; MPS Squadron Two, usually located at Diego Garcia, has five ships; and MPS Squadron Three, normally in the Guam/Saipan area, has four ships.**

**Each MPS squadron carries sufficient equipment and supplies to sustain 17,000 Marine Corps Air Ground Task Force personnel for up to 30 days. Each ship can discharge cargo either pierside or while anchored offshore using**

# Task Organizing Aviation Logistics :

**A key feature of the MALSP concept is the ongoing development of logistics support capable of rapid task organization and deployment. The primary means for accomplishing this enhancement is a series of standardized, predetermined logistics support packages containing all elements required to support any contingency plan that the Marine Corps may be tasked to execute. Contingency Support Packages (CSP), the primary MALSP building blocks, contain negotiated allowances of spare parts, SE, and MFs, as well as the personnel needed to sustain Marine aviation in combat.**

**MALSP, together with the Marine Prepositioning Force (MPF) Program (including the aviation logistics support ships, T-AVB), is to provide aviation logisticians the ability to identify and integrate people, MFs, SE, and the spare parts needed to support all aircraft types that could comprise a MAGTF ACE. MALSP is to integrate current and future support programs and concepts necessary to sustain Marine aviation in combat.**

# Task Organizing Aviation Logistics :

**In garrison, Marine aircraft squadrons of a peculiar Type/Model/Series (T/M/S) are usually consolidated in specific Marine Aircraft Groups (MAG). In combat or other contingencies, the Marine Corps task organizes to provide a tailored force, with the appropriate capabilities for the designated mission. The requirements to task organize means that Marine aviation will likely deploy by combining (compositing) different T/M/S aircraft from several MAGs, into a single aviation element. The result is a task-organized squadron, MAG or Marine Aircraft Wing (MAW) depending upon the size of the force required.**
**The attachment or detachment of aircraft associated with task organizing is only one aspect of the equation. The transfer and receipt of the logistics support packages between task-organized units is a more complex undertaking.**

# Compositing MALSP Support Packages :

**Compositing occurs when creating the MAGTF ACE. For example, aircraft squadrons of different T/M/S aircraft may be tasked to move from one MAG to another, creating a composite MAG. This composite MAG can serve as either a Rotary-Wing (RW) or Fixed-Wing (FW) element of the ACE. As the aircraft move to join a composite unit, the associated logistics support must also move. The Marine Aviation Logistics Squadron (MALS), within the MAG supplying the aircraft squadron will provide the supporting logistics assets in the form of T/M/S specific "building blocks." The MALS that these "building blocks" are drawn from is known as the parent MALS. The MALS that will receive these "building blocks", or CSP, is known as the host MALS. In this manner, Marine aviation logisticians are able to use a building block approach to rapidly establish a comprehensive support package capable of supporting any aircraft mix.**

# MALSP: Building Block Approach :

**It is important to ensure that the composition of the various MALSP packages is well understood. A typical MALS will have the following allowance packages:**

- **Fly-In Support Package (FISP)**
- **Peculiar Contingency Support Package (PCSP)**
- **Common Contingency Support Package (CCSP)**
- **Follow On Support Package (FOSP)**
- **Training Squadron Allowance (TSA)**

**Logistics planning for MALSP requires that the logistics assets available at each MALS be considered and utilized in sourcing the various MALSP support packages. As a starting point in developing MALSP, notional aircraft assignments to support MEB ACEs were developed. Logistics support requirements were then developed and organized into MALSP support packages to support the notional MEB ACE. The packages are capable of providing support for a predetermined number of a particular T/M/S aircraft. The T/M/S PCSPs are capable of being stacked upon a common "core" CSP at a host MALS much like building blocks. These building blocks can be arranged in**

# MALSP: Building Block Approach :

**Each of the building block allowance categories described above is designed to support a specific type and number of aircraft at a predetermined level of repair. These allowances are c ortive and fit together like bl solid aviation support foundation (fig. 1-2). For, example, aviation logistics assets can be organized from one or parent MALS and joine the core of a host MAL Together, RW and FW composite MALS will form the logistics support base for the MAGTF ACE for up to 90 days at combat flying hour rates.**

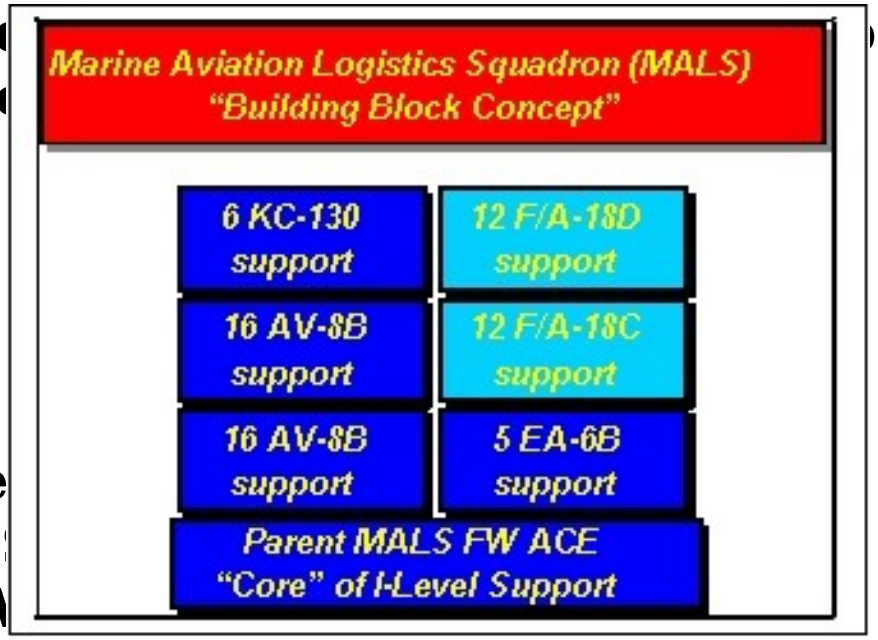


***Fig. 1-2 MALSP Building Block Concept***

# MALSP: Fly-In Echelon (FIE):

**ACE fixed-wing (FW)/rotary wing (RW) aircraft are Flight Ferried (FF) directly to the theater of operations supported by Air Mobility Command (AMC) aerial tankers and cargo aircraft. The remainder of the FIE will be flown into the theater of operations via AMC/Civil Reserve Air Fleet (CRAF) aircraft and will include: squadron personnel (i.e., maintenance and support crews), a representative T/M/S Fly-in Support Package (FISP) contained in Mobile Facilities (MFs), limited O-level Individual Material Readiness List (IMRL)/SE items.**

# MALSP: Fly-In Support Packages (FISP)

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**FISPs are organizational level (O- level) parts support packages designed to support the Fly-In Echelon (FIE) aircraft of the MAGTF ACE. FISP allowances provide the spare parts normally removed and replaced at the O-level. The allowances are computed at combat utilization rates for a 30-day endurance period and or designed to support a particular T/M/S and quantity of aircraft. These assets are additive to Aviation Consolidated Allowance List (AVCAL) and Consolidated Ship-Board Allowance List (COSAL).**

**Until activated in support of a contingency, a FISP is considered protected stock materiel, maintained under the cognizance of the MALS aviation supply officer, to be drawn down only to rotate stock/maintain configuration control. FISP assets are not removed to fill material requirements in support of garrison/peacetime operations. Additionally, FISPs are not used as "pack-ups" to support garrison/peacetime squadron deployments or training exercises without the approval of Headquarters,**

# MALSP: Support Equipment (SE) :

**SE supporting the FIE includes all N coded IMRL and minimal P, L or M custody-coded IMRL items required during flight ferry (FF) or for initial aircraft debarkation, parking or servicing operations. FIE SE assets, when combined with the assets off-loaded from MPS, comprise all necessary custody-coded (O-level) SE required during the first 30 days of a contingency.**

**Upon a squadron's arrival in the area of responsibility (AOR), the FISP will be combined with the O-level and limited Intermediate-level (I-level) SE transported into theater via FIE and/or MPS. This combination of assets is designed to provide readiness and sustainability for the deployed aircraft until a tailored I-level maintenance capability (MALS) arrives in theater aboard a T-AVB, by airlift, or by other means.**

# MALSP: Contingency Support Packages (CSP ):

CSPs consist of the common and **peculiar I-level logistics support required for the composite deployment of detachments/squadrons of particular T/M/S aircraft (Fig 1-3). The four basic elements that make up CSPs are: • Personnel • SE [i.e., Individual Material Readiness List (IMRL) items]. • Mobile Facilities (MFs) • AVCAL/COSAL**